Maritime Helicopters

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AW119MKII

MINIMUM EQUIPMENT LIST

N320MH

Revision 1
08/01/21

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LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original	01/01/2019	All Pages Original Issue	SDS
1	08/01/2021	i - ix, xi, xii, 21-1 thru 24-1, 25-2, 27-1, 30-1, 31-1 thru 52-1, 64-1, 71-1	SDS

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Control Page

Developed from FAA MMEL A-119 Rev. 5 09/18/2020

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52	52-1	1	08/01/2021
63	63-1	Orig	01/01/2019
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APPROVED

JONATHAN D PERCY

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Date: 2022.04.14 13:27:05 -08'00'

Definitions

1. **System Definitions.**

2. **ATA System Page.** The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar.".

   A. **Item.** An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.

   B. **Item Number**. This column lists the unique identification for each MEL item.

   C. **Repair Category**. See definition #23.

   D. **Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.

   E. **Number Required for Dispatch.** The minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

   F. **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

   G. **Provisos.** Provisos are indicated by a number or a lower-case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

   H. **Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

   I. **Vertical Bar** (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.

3. **Rotorcraft Flight Manual** (RFM). The FAA-approved RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

4. **Code of Federal Regulations** (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

5. **Considered Inoperative.** The phrase, “Considered Inoperative”, as used in the Remarks & Exceptions, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MEL Remarks & Exceptions, including any (M) and (O) procedures and observing the repair category.

6. **Continuing Authorization – Single Extension**. An aircraft operator who has the authorization to use an FAA approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.

7. **Dash (-)**. Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.

8. **Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.

9. **Deactivated and/or Secured.** When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.

10. **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

11. **Extended Operations (ETOPS)**. N/A

12. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.

13. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.

14. Not required.

15. **Icing Conditions**. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the A*FM*.

16. **Inoperative**. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).

17. **Inoperative Components of an Inoperative System**. Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL).

18. **Is Not Used.** The phrase *Is Not Used* in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.

19. **Night**. The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.

20. **Nonessential Equipment and Furnishings** (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

21. **Operative**. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

    Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

22. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e., MEL Proviso), placard wording and location will be determined by the aircraft operator.

23. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, or 135 must affect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.):

    A. **Repair Category A**. This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in consecutive "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair interval tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

B. **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin on the 27th, at 0000 and end at 2359 the 29th.

C. **Repair Category C**. This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin on the 27th, at 0000 and end at 2359 the 5th.

D. **Repair Category D**. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

24. **Takeoff**. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

25. **Verified Operative**. When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.

26. **Visible Moisture**. An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

27. **Visual Flight Rules** (VFR). VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan.

28. **Visual Meteorological Conditions** (VMC). VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

29. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

30. **(O)**. This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

31. **Electronic Fault Alerting System**. Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as *Engine Indicating and Crew Alerting Systems (EICAS)*, *Electronic Centralized Aircraft Monitoring (ECAM)*, *Electronic Indication Systems (EIS)*, *Central Maintenance Systems (CMS)*, *Central*

A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE PIPER MODEL PA-32 SERIES AIRCRAFT.

Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

Deferral Procedures

The following policy and procedures will be adhered to by Maritime Helicopters Inc. personnel in the use of this FAR Part 135 Minimum Equipment List (MEL).

It is the pilot in command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of MEL. All items related to the airworthiness of the aircraft and not included on the MEL are required to be fully and properly operative. Any discrepancies discovered after engine start and prior to flight, the pilot shall abort and item must be addressed I/AW this approved MEL. If the pilot is able to MEL the item(s), he shall follow the instructions in column 4. REMARKS & EXCEPTIONS (O) instructions and label as appropriate. If an item must be addressed by a mechanic indicated by an (M), they must contact a mechanic and ensure (M) remarks compliance before further flight.

If any item failure occurs after engine start, but prior to take-off the pilot shall contact person in Operational Control and Maintenance to review and determine course of action.

If an inoperative item requires a Maintenance procedure, that procedure must be accomplished and recorded in accordance with 14 CFR Sections 43.9, 43.11, 91.405(c)(d) and 135.179 prior to flight.

When the discrepancy is corrected, the person performing the maintenance will record it in accordance with 14 CFR Section 43.9 & 43.11. Inoperative items allowed by the MEL must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the aircraft base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.

An item which is inoperative, but required by special flight conditions, will be repaired before operating in those conditions. The Maritime Helicopters Inc. company will ensure that all discrepancies are recorded in the aircraft maintenance logbook and the Discrepancy Report and Deferral Report so the pilot in command may be aware of any inoperative instruments or equipment.

Maintenance personnel shall be informed and trained (when applicable) that an MEL is being utilized. The PIC shall ensure that the proper MEL logbook entries are made by maintenance personnel when appropriate. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

General

The pilot in command (PIC) shall make the final decision to defer based on:
a. This Minimum Equipment List (MEL).
b. All applicable Federal Aviation Regulations.
c. All applicable Airworthiness Directives.
d. Good judgment.
e. Input from maintenance personnel, when applicable.

Placards

The crewmember (For an (O) procedure) or the maintenance personnel or PIC, when authorized, (For an (M) procedure) shall affix the required placard. If the (M) procedure states PIC or Flight Crewmember, pilot placarding is authorized.

Placard Procedure

The pilot or mechanic will enter the discrepancies in the Aircraft Log Book. Then in the “Corrective Action” column make a statement that the defective unit is being deferred I/A/W Maritime Helicopters MEL, item number _____. (i.e., 2841-01 for Fuel quantity gauge), see MEL Discrepancy and Deferral Report.

On the MEL Discrepancy and Deferral Report, which is located on the back side of the logbook cover, write the discrepancy up exactly how is was written up in the log book.

Remove a red sticker from the envelope inside the RFM and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item and System number.

Method of Tracking

MEL discrepancies shall be tracked by the Homer Maintenance Lead for all aircraft reporting to the Homer Base and tracked by the Fairbanks Maintenance Lead for aircraft reporting to Fairbanks. This will include number of items per aircraft, reason for any delay in repair, length of delay and an estimated date item will be repaired.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement shall be discussed with either the Homer Maintenance Lead Fairbanks Chief Inspector to determine a plan of action. Arrangement will be made for any specialized tooling and/or facilities to correct the discrepancy as required.

Unavailability of Parts

If parts are not available, they must be ordered by the quickest possible shipping method to receive and installed the part prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay, an expected delivery date shall be requested.

Procedure for Controlling Extensions

MEL items may not be rectified prior to the allotted Category time due to possible parts delays or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office Certificated Management Team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a plan of action to correct the discrepancy. Extensions may only be initiated by the Homer Lead after coordination with the Director of Maintenance.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- An A&P rated mechanic is responsible for rectification of the deferred item and will transcribe the entry from the Discrepancy and Deferral Report back to the current aircraft logbook page as a Discrepancy, then enter the corrective action. The same corrective action will be entered below the original discrepancy in the Discrepancy and Deferral Report, which closes out the deferred item.
- The Chief Inspector will be responsible to track all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management but may delegate duties.

Manual Revision and Control

The Director of Maintenance is responsible for the content of this manual and any revisions. This manual requires FAA approval prior to release. Revisions to this manual must be routed through MHI internal and FAA acceptance prior to distribution. This manual cannot be published or distributed to end users prior to formal submission to and approval by the FAA indicated by signature(s) on the Control Page(s).

Changes made to this manual will be indicated throughout by change bars. A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. The effected pages will also be annotated by updating the revision level and date in the top right-hand corner. The Control Page(s) and Log of Revisions will also be updated as required.

The Director of Maintenance shall submit the proposed revision in electronic PDF format to the Federal Aviation Administration (FAA) for review and approval. Should a proposed revision be found unacceptable by the FAA, the Director of Maintenance will immediately withdraw the proposed revision and decide whether to further revise and resubmit to the FAA.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS

21. AIR CONDITIONING						
2100-01	Environmental Control System	**C**	**1**	**0**	May be inoperative provided: **a)** Heater air is not required for defrosting /defogging, and **b)** System is deactivated and secured **(M)** A Maintenance technician will disconnect and secure the ECS electrical power line to ensure it doesn't chafe.	
2140-01	Heater	**C**	**1**	**0**	May be inoperative, provided: **a)** Heating air is not required for defrosting /defogging, and **b)** System is deactivated and secured. **(M)** A Maintenance technician will disconnect and secure the heater air electrical power line to ensure it doesn't chafe.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
22. AUTO FLIGHT						
2210-01	Vertical Gyro	**B**	**2**	**1**	One may be inoperative for VFR flight. **NOTE**: Flight shall be conducted according to RFM “Failure of One Helipilot Procedure”	I
2210-02	SAS	B	**2**	**1**	One may be inoperative for VFR flight. **NOTE**: Flight shall be conducted according to RFM “Failure of One Helipilot Procedure”	I
2210-03	Altitude Hold	**C**	**1**	**0**	May be inoperative for VFR.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS

23. COMMUNICATIONS						
2300-01	Communications Systems (FM)	**D**	**1**	**0**	May be inoperative if operations do not require its use.	
	1. TDFM-136, or	**D**	**-**	**0**		
	2. TFM 138, or	**D**	**-**	**0**		
	3. NPX 136D, or	**D**	**-**	**0**		
	4. TFM 550	**D**	**-**	**0**		
2300-02	Crew Intercom System (ICS)	**B**	**2**	**1**	One (1) may be inoperative for VFR.	I
2312-01	Communications Systems (VHF)	**D**	**2**	**1**	One (1) may be inoperative for VFR.	
	a) VHF Communications Control Panels					
	1. Frequency Transfers Light	**C**	**-**	**0**		
	2. Frequency Transfer Switch	**C**	**-**	**0**		
	3. Frequency Selector Knob	**C**	**-**	**2**		
	4. Frequency Indication	**C**	**-**	**2**		

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
24. ELECTRICAL POWER						
2422-01	Inverter	**C**	**2**	**1**	One (1) may by inoperative for VFR	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS

25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	Nonessential Equipment Furnishings (NEF) Items	**D**	**-**	**-**	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the Maritimes NEF manual. **(M)(O)** Procedures, if required, must be available to the flight crew and included in the Maritime's NEF Manual.	
2510-01	Crew member Shoulder Harness	**B**	**2**	**1**	Co-pilot's shoulder harness may be inoperative or missing. Must be blocked and placarded. **(M)(O)** The seat will be blocked with tape and placarded "DO NOT OCCUPY"	
2520-01 (PL-79)	Passenger Seats 1) Passenger Seats (Includes all Configurations and Locations.	**D**	**7**	**0**	May be inoperative provided: **a)** Seat does not restrict access to any emergency exit, egress route, or main aisle, and **b)** The affected seat(s) is blocked and placarded "DO NOT OCCUPY". **NOTE 1**: A seat with an inoperative seat belt or shoulder harness is considered inoperative. **NOTE 2**: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
	a) Seat Belt/Air Bags Required by 14 CFR	**D**	**-**	**-**	May be inoperative provided affected seat is not blocked and placarded "DO NOT OCCUPY". (**O**)(**M**) The seat will be blocked with tape and placarded "DO NOT OCCUPY"	

25. EQUIPMENT/FURNISHINGS (Cont'd)						
	b) Seat Belt/Air Bags Not Required by 14 CFR	**D**	**-**	**-**	May be inoperative or disconnected provided seat belt operates normally. **(O)(M)** The seat is blocked with tape and placarded "DO NOT OCCUPY"	
2550-02	Cargo Hook System	**C**	**2**	**0**	May be inoperable provided **a)** Not required for the intended mission and stowed, and **b)** Secured and deactivated **(M)** PULL out the CARGO HOOK breaker on the overhead circuit breaker panel, secure the system by locking the deactivated circuit breaker and collar and/or record accordingly. **(O)** No Class B loads allowed. Stow hook I/A/W RFM procedure.	I I I I
2561-01	Emergency Flotation Equipment	**C**	**7**	**0**	Individual Personal Floatation may be unserviceable or missing provided flights beyond autorotational distance to land; **a)** There is a serviceable life preserver for each occupant, and **b)** Each occupant must wear a life preserver while aircraft is beyond autorotational distance from the shoreline.	I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS

25. EQUIPMENT/FURNISHINGS (Cont'd)					
2562-02 (PL-120)	Emergency Locator Transmitter (ELT)				
	Survival Type ELT	**D**	**0**	**0**	Not installed.
	Fixed ELT	**A**	**1**	**0**	May be inoperative provided; **a)** System is deactivated, and **b)** Repairs are made within 90 days, and **c)** Placard stating "ELT not installed" is placed in view of the pilot. **(M)** Remove ELT and placard "ELT not installed" in plain view of flight crew.
		A	**1**	**0**	May be missing provided: **a)** Repairs are made within 90 days, and **b)** Placard stating "ELT not installed" is placed in view of the pilot. **(M)** Remove ELT and placard "ELT not installed" in plain view of flight crew.
		D	**0**	**0**	Not installed.
		D	**0**	**0**	Not installed.
	Remote ELT Switch	**D**	**-**	**0**	May be inoperative provided: **a)** Remote ELT Switch is deactivated, and **b)** ELT Switch is placed in the ARMED mode. **(M)** Unplug remote switch from ELT, stow and secure.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				
26. FIRE PROTECTION					
2622-01 (PL-75)	Portable Fire Extinguisher	**D**	**-**	**1**	One (1) fire extinguisher must be installed. Any in excess of one (1) may be inoperative, or missing provided: **a)** Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and **b)** Required distribution is maintained.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
27. FLIGHT CONTROLS						
2700-01	Force Trim System	**C**	**1**	**0**	Moved to 6700-01, Revision 5	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				
28. FUEL					
2822-01	Airframe Fuel Boost Pump	**B**	**2**	**1**	May be inoperative for VFR provided: **a)** Both Fuel Boost Pump Caution Systems are operative, and **b)** RFM limitations are complied with.
2822-02	Fuel Boost Pump Caution System	**C**	**2**	**1**	One may be inoperative for VFR provided: **a)** Both Fuel Boost Pumps are operative, and **b)** Fuel Pressure indication is operative.
2822-03	Transfer Pump	**B**	**1**	**0**	May be inoperative provided: **a)** Flight is not predicated on its use, **b)** Quantity of fuel is verified prior to flight, and **c)** Verify operation of the Low Fuel Caution System. **(O)** Prior to initiation of flight, the PIC shall visually verify fuel quantity is full during fueling of aircraft. Fuel burn will be calculated and monitored closely to ensure adequate fuel is on board before each departure.
2841-02	Extended Range (ER) Fuel Tank Indicating System	**C**	1	**0**	May be inoperative provided: **a)** Flight is not predicated on its use, and **b)** Quantity (Weight) of fuel in ER tank is verified prior to flight. **(O)** Prior to initiation of flight, the PIC shall verify fuel quantity is full during fueling of aircraft. Flight is limited to 2 hours.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
30. ICE AND RAIN PROTECTION						
3030-01	Pitot Tube Heat System	**C**	**1**	**0**	May be inoperative for VFR other than night operations provided operations are not conducted in visible moisture, or in known or forecast rain conditions	**I I I I**
3040-01	Windshield Wiper System	**C**	**1**	**0**	May be inoperative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
31. INSTRUMENTS						
3120-01	Clock	**C**	**1**	**0**	May be inoperative provided that a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) or another electronics device such as an iPad that is capable of tracking time in hours, minutes and seconds is available to the pilot.	| | | | | |
3120-02	Elapsed Timer	**C**	**1**	**0**	May be inoperative for VFR provided Clock (Item 3120-01) or an alternate time source is operative.	
3120-03	Hour meter	**C**	**1**	**0**	May be inoperative provided: **(O)** A watch with a stop function is carried in cockpit, all flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and **(M)** Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
32. LANDING GEAR						
3212-01	Helicopter Flotation Devices	**C**	**1**	**0**	May be inoperative provided aircraft, except for take-offs or landings, remains within power-off gliding distance to a suitable forced landing area. **(M)** Maintenance shall pull and collar Floatation System Circuit Breaker.	I I I I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
33. LIGHTS						
3310-01 (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	**C**	**2**	**1**	Individual lights may be inoperative provided: **a)** Remaining Lighting System(s) lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, **b)** Remaining Lighting System(s) lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and **c)** Lighting configuration and intensity is acceptable to the flight crew. **NOTE 1:** Individual button/switch lights and/or annunciations/indications are excluded from this relief. **NOTE 2:** Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
3310-02	Overhead Map Lights	**C** **C**	**2** **2**	**1** **0**	One may be inoperative. May be inoperative provided operations are not conducted at night.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	

33. LIGHTS (Cont'd)						
3320-01 (PL-123)	Passenger Notice System (Passenger Lighted Information Sign)	**C**	**-**	**0**	May be inoperative provided: **a)** Passengers are not carried, OR **b)** Alternative procedures are used for passenger notification, OR **c)** Public address system (Item 2340-01) is installed and operative. **(O)** During the passenger safety briefing the passengers will be briefed that the seatbelts will be on for the duration of the flight and the PIC will let them know when they may remove the seatbelts after landing. Smoking is prohibited at all times.	
3320-02	Cabin Lighting System	**C**	**2**	**1**	Individual lights may be inoperative provided lighting configuration is acceptable to the cabin crew. **(O)** May be inoperative provided inoperative lights do not exceed fifty (50) percent of total installed, for other than night.	I I I I I I
		D	**1**	**0**	May be inoperative provided passengers are not carried when operating at night.	I I
3340-01	Position Light System	**C**	**1**	**0**	May be inoperative provided operations are not conducted at night. OR May be inoperative for day VFR.	
3340-02	Anti-collision light System	**C**	**1**	**0**	May be inoperative provided operations are not conducted at night. OR May be inoperative for day VFR.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
33. LIGHTS (Cont'd)						
3340-03	Landing Lights	**C**	**1**	**0**	May be inoperative provided operations are not conducted at night.	
3340-05	Strobe Light System	**C**	**1**	**0**	May be inoperable provided not required for use.	I
3340-06	External Utility Light(s)	**C**	**1**	**0**	May be inoperable.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
34. NAVIGATION						
3411-01	Altimeter	**B**	**2**	**1**	Copilots may be inoperative for single pilot VFR.	I
3412-01	OAT/Free air Temperature Indicator	**B**	**1**	**0**	May be inoperative provided temperature can be determined from an approved alternate onboard source convertible to OAT. **a)** May be inoperative, not required for VFR flight.	
3414-01	Airspeed Indicator	**B**	**2**	**1**	Copilots may be inoperative for single pilot VFR.	
3420-01	Attitude Direction Indicator (ADI) or Electronic Attitude Direction Indicator (EADI)	**B**	**2**	**1**	Copilots may be inoperative for single pilot VFR.	
3421-01 **(PL-111)**	Standby Attitude Indicator	**C** **B**	**1** **1**	**0** **0**	May be inoperative for VFR flight. May be inoperative provided: **a)** Operations are conducted in VMC or other than night operations. **b)** Operations are not conducted into known or forecast over-the-top conditions.	
3422-01	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	**B**	**2**	**1**	Copilots may be inoperative for single pilot VFR.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
34. NAVIGATION (Cont'd)						
3423-01	Magnetic Direction Indicator	**C**	**2**	**1**	Copilots may be inoperative.	
3424-02	Slip-Skid Indicator	**C**	**2**	**1**	Copilots may be inoperative.	
3432-01	Navigation Systems (ILS) 1) Garmin 430	**C**	**1**	**0**	May be inoperative.	
3434-01	Marker Beacon	**D**	**1**	**0**	May be inoperative provided approach not predicated on its use.	
3444-01 (PL-131)	Radar (Radio) Altimeter System 14 CFR Part 135 Operations	**C**	**1**	**0**	May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, the pilot must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 feet, e) VFR flight at night is not conducted without adequate visual surface light reference, f) Crew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed. **(M)** Maintenance shall pull and collar Radar Altimeter Circuit Breaker	I I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
34. NAVIGATION (Cont'd)						
3444-01 (PL-131)	Radar (Radio) Altimeter System (Cont'd) 14 CFR Part 135 Operations				**(O)** Crew shall not conduct night operations with NVGs, night off airport landings or landings at un-improved areas. For night VFR flight, the pilot shall evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft. Night VFR flight shall not be conducted without adequate visual surface light reference. RFM procedures must be followed. Be aware of potential degraded AP performance on ILS GS or LPV vertical guidance.	I I I I I I I I I I
	Other than 14 CFR Part 135 Operations	**D**	**1**	**0**	May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Crew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV vertical, d) RFM procedures are followed, and e) Night operations do not require its use. **(O)** Crew shall not perform night operations with NVGs. Be aware of potential degraded AP performance on ILS GS or LPV vertical. RFM procedures must followed. **(M)** Maintenance shall pull and collar Radar Altimeter Circuit Breaker	
3451-01 (PL-03)	Distance Measuring Equipment (DME)	**D**	**1**	**0**	May be inoperative.	
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	**B**	**1**	**0**	May be inoperative, provided: **a)** Aircraft is not operated in Class, A. B, and C airspace, or **b)** Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				
34. NAVIGATION (Cont'd)					
3452-03 (PL-105)	ADS-B System (In and Out)	**B**	**1**	**0**	May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. **NOTE**: Any ADS-B function that operates normally may be used. **(O)** The aircraft shall not operate in the following airspace without prior ATC approval: 1) in Class B and C airspace, 2) in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, 3) in all airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL.
		D	**1**	**0**	May be inoperative provided flight operations are not conducted in: 1) Class B and C airspace, 2) All airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, 3) All airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL,

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				

34. NAVIGATION (Cont'd)						
	ADS-B In Transmissions	**C**	**1**	**0**	May be inoperative provided alternate procedures are established and used. **NOTE**: Any ADS-B In function that operates normally may be used. **(O)** A placard will be displayed to remind pilots that the ADS-B in function is inoperative**.**	
		D	**1**	**0**	May be inoperative. **NOTE**: Any ADS-B function that operates normally may be used.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				
34. NAVIGATION (Cont'd)					
3456-01	Global Positioning System (GPS)	**C**	1	0	May be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.
3461-01 (PL-98)	Navigation Database	**A**	**1**	**0**	May be inoperative provided: **a)** It is not used in a primary navigation system when operated VFR with current charts, **b)** Alternate procedures are developed and used, **c)** The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and **d)** Is repaired within ten (10) flight days. **(O)** **C**rew shall not use Nav Database as primary navigation system and must use current navigational charts. If an ICAO flight plan is utilized, pilot shall notify ATC of the navigational equipment status of the aircraft. **NOTE**: An out-of-currency or out-of-date navigation database is not authorized by MMEL.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION					
52. DOORS						
5270-01	External Power Door Caution Light	**C**	**1**	**0**	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. **(O)** Pilot shall perform a visual check to verify the door is closed and latched prior to flight.	I
5270-02	Door Caution System	**C**	**1**	**0**	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. **(O)** Pilot shall perform a visual check to verify the door is closed and latched prior to flight.	I
5270-03	Baggage Door Caution System	**C**	**1**	**0**	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. **(O)** Pilot shall perform a visual check to verify the door is closed and latched prior to flight.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION				
63. MAIN ROTOR DRIVE					
6321-01	Rotor Brake System	**C**	**1**	**0**	May be inoperative provided; **a)** Rotor Brake Warning Light is not illuminated, **b)** Rotor Brake Caution Light is not illuminated, **c)** Maintenance inspection determines Rotor Brake assembly is in the released condition, and **d)** System is deactivated and secured. **(O)** The PIC will conduct a visual inspection to determine the rotor brake pads are not contacting the rotor disk brake and that the main rotor rotates freely by hand. **(M)** Maintenance shall; **a)** Safety the handle in the off position to prevent inadvertent use of the rotor brake, and **b)** Ensure the brake pads are not contacting the rotor brake disk, and **c)** Perform a visual inspection to ensure that no hydraulic leaks exist, and **d)** Ensure that the main rotor rotates freely by hand.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION					
64. TAIL ROTOR						
6400-03	Tail Rotor Pedal Lockout Kit (STC SR01844AT) **(A119 Only)**	**C**	**1**	**0**	May be inoperative provided System is deactivated and secured. **(M)** Mechanic shall remove pedal assembly.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
71. POWERPLANT						
7100-01	Heli-Preheat System (STC SR03201CH)	**C**	**1**	0	May be inoperative provided System is deactivated and secured. **(M)** For any pads removed, mechanic shall cover and tie wrap open connector(s).	I
7160-01	Inlet Barrier Filter (IBF) System (STC SR02338CH)	**C**	1	0	May be inoperative provided System is deactivated and secured. **(M)** Mechanic will open IBF bypass door and then pull the C/B and secure it with a ty wrap.	I